

Navy Case No. 84,512
Amendment dated
Reply to Office action dated April 26, 2004

REMARKS

The foregoing amendments are submitted in response to the first Office action, in an effort to place the application in condition for allowance.

The specification has been amended without insertion of any new matter, so as to remove the objections referred to in the Office action and to clarify matters.

In regard to the claims 1-17 as filed, claims 1, 6, 13 and 16 are amended and the others cancelled so as to emphasize the distinctions over the prior art references applied and delete those claim recitations deemed to be disclosed in or obvious over the prior art applied in the Office action. According to pages 3-4 of the Office action, only the Gongwer patent was relied on as the prior art reference for rejection of claims 1, 6, 13 and 16. These amended claims clearly distinguish over the disclosure in the Gongwer patent as hereinafter pointed out.

Claim 1 as amended specifies (1) "external foils located midway between the bow and stern ends (of the gondola housing)", and (2) "a strut connecting said gondola housing section to said superstructure hull completely above the waterline".

The disclosure in the Gongwer patent negates the limitations of the latter two quoted recitations of claim 1. Thus, the foils 130 and 191 disclosed in the Gongwer patent as referred to by the Examiner are respectively located at bow and stern ends of a central hull 101, rather than midway therebetween as called for by recitation (1) in claim 1. Furthermore as shown in FIGS. 2 and 3 of the Gongwer patent, the portions 102 and 103 of the hull 101 extend below the waterline contrary to the limitation of the claim recitation (2) in claim 1. Accordingly, claim 1 as amended distinguishes over the Gongwer patent on two accounts.

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Claim 6 dependent from claim 1, as amended distinguishes over the Gongwer patent on a third account by specifying: (3) "said strut mounts a rudder above the stern end--and the propulsion system". The rudder 160 as disclosed and shown in FIG. 1 of the Gongwer patent is not located on a connecting strut above the stern end propellers 140 and 145 as called for by the latter quoted claim recitation (3). Claims 13 and 16 as amended also distinguish over the Gongwer patent on this third account. Thus amended claim 13 specifies "a rudder mounted on said connecting means (faired strut) above the propulsion system--".

In view of the foregoing, an allowance of the application based on claims 1 and 13 together with claims 6 and 16 dependent therefrom is in order and hereby respectfully requested.

Respectfully requested,



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